

ENDURANCE OF U.S. SOLDIERS AMAZES NAVE MEXICANS

First Complete Story of American Army Crossing Border Gives Interesting Details of Punitive Expedition.

SPIES FOLLOW FIRST COLUMN

Remarkably Swift Time Crossing Desert—Troops Near Colonia Dublan in Chihuahua—Carranza Soldiers Are Reported as Scarce.

El Paso, March 23.—The following despatch from an Associated Press correspondent at the front in Mexico is the first complete story of the crossing of the border of the punitive expedition sent to avenge the Columbus massacre.

Headquarters U. S. Punitive Expedition, near Colonia Dublan, Chihuahua, Mexico, March 22:

By wagon train to Columbus, N. M., March 22.—Reaching here by a forced march that demonstrated the endurance of the American soldier and obviously amazed the Mexicans, several thousand United States troops, cavalry, infantry and artillery, were scattered to-day between this point and the northern boundary of the district of Guerrero, intent on the task of capturing or killing Francisco Villa in the shortest possible time and exterminating the bandit hand with which he raided Columbus, N. M., and slaughtered nine civilians on March 9. Troop movements and dispositions, however, it was said, were shrouded in the strictest secrecy by order of the war department.

ENTRY INTO MEXICO.

The entry into Mexico occurred at 12:07 a. m. March 15. At that moment the American column, with the standard of the 15th cavalry, 200 men of which beat off Villa's raiders despite the surprise movement of the Mexican brigades, were carried over the boundary by the color guard. Col. Herbert J. Slocum, commanding the 15th, was the first commanding officer to cross. He was followed by Major James A. Ryan, acting chief of staff to General John J. Pershing, who commands the punitive expedition.

SPIES FOLLOW FIRST COLUMN.

This was column No. 1, consisting of infantry, artillery and cavalry and burdened with heavy wagon trains. It moved rather slowly and camped the first night at Palomas, a filthy village of adobe huts, seven miles below the boundary, south of Columbus. Column No. 2, consisting of the 10th cavalry, entered Mexico from Culberson's ranch, 11 miles south of Hachita, N. M. General Pershing, who had accompanied the first column part of the way to Palomas, returned to Columbus the same afternoon, raced to Culberson's in an automobile and, taking command of the second "fighting column," drove it more than 100 miles over the desert of Chihuahua in 22 hours' actual marching time. Official records show that spies dotted the route of the first column, but the men of the second had forced their way 50 miles into the country before a single native was seen and to the surprise of the Mexicans reached here Friday night exactly 48 hours after crossing the border, at 3:17 Thursday morning.

In this column every man was mounted and the wagon trains were supplanted by army mules which made the entire distance under heavy packs with the loss of only three of their number. Battery B, of the Sixth Field Artillery, commanded by Captain Edgar H. Yule and Lieut. Charles P. George, formed a unit of the flying column. While the cavalry traversed trails through bad country of the Sierra Madre mountains six to eight thousand feet high, the battery, encumbered by ambulances and field wireless equipment, traveled the valley route, longer, miles. Nevertheless, it reached camp only an hour and a half behind the cavalry without the loss of a mule or horse and not a sore back among any of the animals. Officers declared this exploit would long stand as a record of speed and endurance.

THE 15TH LEADS.

The 15th cavalry, because of its accomplishment in driving Villa's greatly superior numbers out of Columbus after a brief engagement, was given first place in the first column. Muster rolls of the Villa command, which were passed through the 15th, showed that he had the raid on Columbus with 53 men. Having in anger after his defeat, deserters reported that the bandit chieftain killed five of his officers and men as cowards. There were 23 in his command when he retreated through Colonia Dublan. The 15th accounted for the rest.

Major Frank Tompkins, who took 50 men of his squadron and drove the bandits 15 miles into Mexico after they had crossed the border, commanded the advance guard. The rest of the cavalry under Major Elmer Lindsey, followed. Then came the mountain and field guns, next the "doughboys" of the infantry regiments, and last the wagon trains, field hospital and sanitary equipment and the field wireless. The orders were for every man to "travel light." Officers and men were not permitted to carry much more than the clothing and equipment worn on their persons. The trains nevertheless were long and heavy. Vast quantities of ammunition for all types of arms, including the machine guns of the cavalry and infantry, accounted for most of the weight. Rations were carried for only five days. They were bacon, hard tack and coffee.

MILE AND A HALF LONG.

The column stretched out a length of a mile and a half. From Columbus three miles north of the boundary, only a vast cloud of dust, whipped to a great height by a high wind, could be seen, and two hours later when the troops began making camp the men were thickly powdered from head to foot by grayish white clouds of pulverized lava. The sense of small dust detected Palomas long before its collection of brown sun-burned huts of mud and cobbles came into view. The odors were those of stockyards, ab-

ENTENTE POWERS WILL NOT DISARM MERCHANT VESSELS

Proposal of Secretary Lansing That Allies' Commercial Ships Remove Guns with Understanding That United States Would Endeavor to Obtain Central Powers' Pledge Against Attack Without Warning Is Rejected by All the Teutons' Enemies.

Washington, March 21.—All the entente powers through their embassies here have handed to Secretary Lansing formal responses rejecting the proposal made by the state department in its circular memorandum that they enter into a modus vivendi and disarm all their merchant ships with the understanding that the United States government would endeavor to obtain from the central powers a pledge not to attack any such unarmed ships without warning and without providing for the safety of the passengers and crew. Soon after the proposition was broadcast, through interviews in the press and otherwise, responsible officials of the entente powers indicated their decided opposition to such a plan. It was generally believed here that this unanimous expression of disapproval inspired the German government to promulgate the new order, which is now in force, for attacks without warning by submarine commanders on any armed vessel.

But there were no Mexicans at the border station where the column was to march to Palomas. Only two bodies of armed men were encountered by either of the columns on the march here. At Ascension, the mayor, Ramon H. Gomez, had 100 Carranza soldiers and told Colonel Slocum he did not know whether to fight or let the American column pass peacefully near.

After an exchange of official visits during which he observed at the American camp the assembly of men and guns, he decided to accept the United States army officers' statement that Carranza had agreed to the entry of the troops unopposed. The other body of troops was encountered here Saturday, March 18. Major Elzaido Reyes, who said he was proceeding to Casas Grandes from Madera after scouting for Villa, was startled to see American troops in this vicinity. His men referred to them as "yellow jackets."

FEW CARRANZA SOLDIERS.

He stopped one of the guides of the column and asked to be taken to the American commander to assure him that his force, consisting of 36 men, were not "villains" and in turn be assured they would not be fired on. Major Tompkins' advance guard, with riders at intervals of 20 yards, swept the country between the border and Palomas and stirred nothing but jack rabbits.

NEWS TOLD IN BRIEF.

Evelyn Nesbit reported to have left Jack Clifford, dancing partner, in Denver, after street row.

Suffragists believe "13" lucky. They were successful on 13th trip to Albany capital.

Dr. Leon Labbe, widely known French surgeon, dies in Paris.

Billy Sunday's taterance in Trenton, costing \$2,000, to be sold at auction April 1.

Unprecedented demand for wire all over the country, manufacturers report.

Quicksilver shows decline of \$10 a barrel since March 1, price now being \$20.

Little credence placed in peace talk by steel and munition companies.

All plants but one in Chicago of Otis Elevator company operating on full time and earnings for year are \$16,000,000.

Henry E. Youtsey, slayer of Governor Goebel of Kentucky in 1900 and sentenced for life, may be paroled.

Mrs. Margaret Dempsey and Thomas Hamilton, 35 and twins, die three minutes apart in Lynn, Mass., and are buried in one grave.

One hundred have volunteered as members of proposed Harvard aero corps.

Giant Cunard liner Mauretania in Liverpool undergoing repairs, to be placed back in Atlantic passenger service.

Australia has sent 148,000 men to front up to March 1 and losses total 50,000, government agent reports.

To economize on cloth, German government is considering appeal to women to use less material in dresses.

Major-General Woods makes it plain all will be treated alike at citizens' training camp this summer.

William F. Williams, who has traveled 875,000 miles and is known as oldest commuter between Plainfield, N. J., and New York, dies.

Brown owls reported in war trenches at night, seeking rats and mice that are abundant.

In haste to board train, Pittsburgh

ligerent merchantman.

It was contended by the entente allies in unofficial discussions that Germany's contempt for treaties and other formal stipulations as evinced by her treatment of Belgium had made it unsafe to rely on any German pledge or undertaking not to attack a merchant ship without warning. The fundamental objection urged, however, was that there should be no change in the principles of international law during the progress of hostilities such as would be involved in the acceptance of the modus vivendi at this time.

No indication was given at the state department of the next step to be taken. The United States government may consider carrying out the idea advanced in the circular memorandum of limiting access to American ports to vessels which in the judgment of the United States government may be used offensively against an enemy.

Woman grabs poodle dog but leaves baby on station platform.

Nine men, all ex-prisoners in Washington State penitentiary, arrested for counterfeiting \$5 federal reserve notes.

W. J. Bryan turn down offer of \$50,000 to campaign for prohibition and brother in Nebraska.

Democrats aid Roosevelt boom, fearing they cannot defeat Hughes.

St. Louis to have a "dress up week," when all are expected to top up a bit.

Warsaw, Ind., girl school students must make their own commencement dresses at cost less than \$5.00.

Baldwin Locomotive Works now employing 10,000 as compared with 11,000 the first of the year.

Russian minister of agriculture will try to pass bill regulating slaughter of cattle and providing for "meatless days" twice weekly in Russia.

The American Locomotive company has declared regular quarterly dividend of 1.34 per cent. on preferred stock payable April 2.

Two students are dead and 100 are ill with measles at St. Paul's fashionable prep school at Concord, N. H.

Five thousand dollars appropriated for compulsory military training in Hoboken, N. J., public schools.

All government buildings in U. S. instructed to save waste paper and old tags.

Mother's protests fail to prevent Fred De Hart, 18, of New Brunswick, N. J., from marrying widow of 55 years.

Three hundred and seventy-one new cases of measles reported in Newark this week.

War has caused 97 per cent. falling off in importation of diamonds in Canada.

Portugal to summon reservists and re-inspect conscripts who failed to pass medical examinations.

New \$300,000 naval radio station under construction at San Diego, Cal., will be most powerful in world.

Fifteen hundred men in Richmond, Va., locomotive works, making war munitions, laid off. Company to resume making engines.

Democratic leaders in Washington admit pushing Roosevelt for republican nomination because Hughes looks like sure winner.

Because of shortage of gasoline, Swiss government to prohibit use of private automobiles.

Miss Presilla Barrows of Hartford, Conn., selected as prettiest girl in senior class at Wellesley College.

Westinghouse Electric will close biggest year in business booked and orders filled in history on March 31.

Vast supplies of munitions brought in New York for early shipment to Felix Diaz in Mexico.

Germania have captured 2,912 French prisoners in fighting northwest of Verdun.

Dr. Harry J. Holsen of Baby Bologner fame, signs to act for movies at \$5,000 a year.

Value of Carranza dollar is two cents in American money.

Every public school in New York city will hereafter be known by a name and not number, board of education decides.

Indians corn 25 years old is still good to eat.

Rome advises state two Turkish and two Bulgarian embassies have arrived in Switzerland with orders to open diplomatic channels leading to separate peace.

Shippers are now paying \$35.25 per ton on coal from Hampton roads to Buenos Aires. From \$22 to \$25 is rate to Rio. This makes a new high in coal freight.

War risk rates to Sweden have advanced from 125 per cent. to 15 per cent. due to rumors of pending naval battle.

An offer of \$100,000 for his services as Chautauqua lecturer has been offered William J. Bryan and has been refused.

Rates on insurance against ending of war are prohibitive at Lloyd's for periods beyond this summer, indicating opinion that war will soon end.

PASSENGER BOAT IS TORPEDOED IN ENGLISH CHANNEL

Steamer Sussex Has 386 Passengers Aboard, Some of Whom Are Said to Be Americans—Few Details Obtained.

VESSEL IS STILL AFLOAT

Steamer Englishman Bound from Avonmouth, England to Portland, Me., Is Sunk—Loss of Life Probably Slight in Both Cases.

London, March 24.—It is reported that a cross channel passenger boat from Folkestone to Dieppe was sunk this afternoon.

Nothing is obtainable from any reliable quarter here concerning the Folkestone but she is understood to have been carrying 20 civilian passengers in addition to a crew of sixty men.

It is rumored that the steamer sank at four o'clock this afternoon.

The continental traffic office of the Brighton railway says that according to reports received by it all persons on board the steamer were saved and the vessel is still afloat.

The Central News says the steamer was the Sussex and that she was torpedoed off Beachy Head. The agency gives the number of passengers as 30, a few of whom were British. The vessel was under the command of Captain Moffett while the crew number 60, mostly French.

A later report—timed 10:30 p. m.—says the Sussex is still afloat and in charge of a tug.

"I think it probable that there were a number of Americans among the passengers of the Sussex," said Robert P. Skinner, the American consul-general, in reply to a question by the Associated Press "because in the last few days my office has issued passports for many Americans going to France."

At both the American embassy and the consulate-general there were rumors that the Sussex had been torpedoed, but neither had received any details.

The Sussex left Folkestone at 1:20 o'clock this afternoon flying the French flag and met with mishap somewhere off Dieppe at seven o'clock to-night. When the alarm signal was sent out a number of vessels in the vicinity hurried to her assistance, while others rushed under full steam from Dieppe harbor.

The Sussex is owned by the French state railways, but is managed by the Brighton railway. Before the war she was owned by the French state railways, but is managed by the Brighton railway. Before the war she was owned by the French state railways, but is managed by the Brighton railway.

The Brighton railway to-night issued the following account of the accident of the Sussex:

"The Sussex, sailing under a French flag in the Folkestone-Dieppe service, met with a mishap somewhere off Dieppe on her passage to-day. There were 30 passengers aboard and a crew of about 60, but it is impossible at present to give further particulars nor is the passenger list available. At 8:30 o'clock this evening the vessel was still afloat in charge of a tug. It is assumed, therefore, that all the passengers were saved."

London, March 24.—The steamer Englishman of the Dominion line has been sunk, according to Lloyd's. It is stated that thus far 68 survivors have been accounted for.

The last record of the steamer Englishman shows that she sailed from Portland, Maine, February 17, for St. Nazaire and Avonmouth. The Englishman was a vessel of 2,527 tons and was owned by the Mississippi and Dominion Steamship company of Liverpool. She was built in 1902 at Belfast.

Portland, Me., March 24.—The Dominion line steamer, Englishman, which was reported sunk in a despatch from London to-night, was bound from Avonmouth for this port to obtain horses for the entente allies' forces. Agents of the Dominion line here said the Englishman left Avonmouth Wednesday night. The 68 men reported saved, in their opinion, consisted most, if not all, those aboard the steamer. The Englishman was commanded by Captain Morehouse.

Presents Church Organ.

Rutland, March 25.—A memorial pine organ has been presented to the First Baptist Church of this city by Mrs. E. A. Stuart of Seattle, Wash., in memory of her father, the late E. W. Hornor, for many years a deacon of the local church, her mother, Betsy Hornor, and her sister, Eva Hornor Richardson. Announcement of the gift was made at the morning service to-day by the pastor, the Rev. G. W. Peck, Jr. The purchase of the organ is left to a committee from the church.

Succumbs to Injuries.

St. Albans, March 25.—George H. Burns, aged 40 years, of Massena, N. Y., died suddenly shortly after midnight Friday at the hospital where he had been since February 23 when he suffered severe injuries while working for A. T. Curtis on the latter's farm in Georgia. As he was cutting corn the belt slipped from the gasoline engine and he did not wait for the engine to stop but seized the belt and as he did so was drawn into the engine. His right knee was crushed, his left hip cracked and he received many bruises on the shoulders and face. He had been steadily recovering from his injuries and was expecting he might return home Saturday, but his condition took a turn for the worse early Friday evening and he died of fatty embolism.

He is survived by his wife and four children. The remains were taken to Ryan & McLennan's undertaking rooms on North Main street and Saturday evening to his home in Massena.

If your quest is stated in classified ads, and appears under its obvious classification, your problem is made practically.

AMERICANS RELATE GRAPHIC STORY OF SUSSEX HORROR

Men and Women Terrified by Explosion Jump Overboard—Loaded Lifeboat Overturns.

WASHINGTON INVESTIGATING

Washington, March 24.—A graphic story of the explosion which damaged the English channel steamer Sussex and the events which followed is told in a joint affidavit signed by Edward S. Huxley and Francis B. Drake, both of New York, forwarded to the state department to-day by Ambassador Page at London. The affidavit follows:

At five minutes past three when we were about an hour and a half from Folkestone we were seated on the deck talking a little less than half way back on the starboard side. Without the slightest warning there occurred a loud roaring explosion. Wreckage and tons of water were thrown on the boat as far back as the stern. We went forward and saw the entire forward part of the ship including part of the bridge and the forward mast and masts to them. We then went to help the women into the lifeboats and afterwards to help the wounded out of the debris. We saw at least 15 severely wounded and helped five or six others. These were Dr. Penfield and Miss Baldwin.

"Altogether six boats were launched. One of these capsized with its passengers. We supposed twenty-five or thirty people were lost in this boat. We lowered one boat ourselves. Of the remaining five boats three were filled with passengers and standing off one hundred yards. Of the other two one was nearly full of water and contained only five men. We did not see the sixth boat. We know of only three Americans who got into the lifeboats, Mr. and Mrs. Baldwin and Miss Baldwin. After ten minutes of watching we decided that as the ship was apparently not sinking we would stay with her. After the small boats had been standing by for an hour they were hoisted and the people brought back on board. About dusk a sailing vessel three miles away, which had been standing by for some time was signalled by rockets and waving of blankets. At least thirty exploding rockets with colored fuses were sent up but the ship continued her course and disappeared in the distance. The wireless remained intact though the operator said it was very difficult to receive because the forward mast was gone and the antennae were loose. The boilers remained intact as we could see the steam from them and the electric lights burned until we left the ship."

"At 11:20 a French steamer came up and took off the women and children and half the men and Miss Baldwin, who was unconscious. Then four or five boats came up and we with the remaining passengers were taken on a British ship. With us there were seven wounded five men and two women. One man died on the way to England. Five dead were left on the bulk. But apparently no Americans were among them. We arrived in England at 4:30 a. m. and the wounded were transferred to a nearby hospital ship. The first officer (at least a commissioned officer) of the rescuing British ship told us that the captain of the Sussex reported to the captain of the British ship that he saw clearly the wake of a torpedo. He reported his helm hard and in a few seconds longer would have escaped it. No life belts were given to the passengers and we found them without difficulty after the explosion had taken place. In our opinion the explosion took place about 20 feet from the bow and apparently on the starboard side. We solemnly swear that the above statement is true to the best of our knowledge and belief."

BATTLED WITH RATS.

John Kenworthy, Attacked in Night, Badly Bitten and Throat Nearly Severed.

Middlebury, March 23.—Attacked in his sleep last night by rats, John Kenworthy emerged with bites on his face, his back, his legs, and his thumb on the left hand was nearly bitten off. Mr. Kenworthy lives alone at his home on Chipman hill. The rats gained admittance to the house through the cellar door, which had been left open. Early this morning Dr. Kenworthy was attended by Dr. Sanburn.

INSURANCE CO. SUED.

Annie W. Stanyan Seeks \$1,500 of Security Life of Birmingham, N. Y.

Montpelier, March 23.—Washington county court was occupied to-day with the trial of the case of Annie W. Stanyan of Birmingham, N. Y., against the Security Life Insurance Co. of Birmingham, N. Y. The action of a complaint to recover \$1,500. The plaintiff is the beneficiary of the estate of Lyman Ramsay, late of Wentworth, N. H., whose death occurred six years ago and who carried \$1,000 insurance with the defendant company. The plaintiff seeks to recover the amount of the policy with interest.

In the case of C. W. Murray vs. George L. Morris, replevin, Judge Butler this morning directed the jury to return a verdict in favor of the plaintiff to recover one cent and costs.

Seven Freight Cars Derailed.

Randolph, March 25.—A broken wheel on a freight train from the north caused the derailment of seven cars just north of the station yesterday morning. The cars were piled across the track, causing a delay of several hours to the passenger traffic and considerable damage to property. Fortunately none of the train crew was injured. The cars were loaded with lumber, oil and condensed milk. The morning train transferred its passengers and express, but about three o'clock the afternoon train had been cleared by the wrecking train and travel was resumed.

Dies of Injuries.

Rutland, March 25.—William Standish of North Clarendon, employed in the Rutland railroad yard in this city, died at the Rutland hospital early this morning as the result of injuries received early Saturday morning when he was struck by an engine while at work in the ash pit. Death was due to injuries to his lungs, several ribs having been fractured. He was 54 years old and leaves three sons and a daughter.

SUSSEX DISASTER REVIVES UNDERSEA WARFARE PROBLEM

France Declare the Channel Steamship Was Torpedoed without Warning.

WASHINGTON INVESTIGATING

Of the 50 Dead Some Are Said to Be United States Citizens—Spanish Composer Grandos and Wife Were among the Victims.

Paris, March 24.—Midnight—"There is no manner of doubt whatever that the channel steamer Sussex was torpedoed without warning," says an official statement issued here to-night based on affidavits made by American survivors.

John Hendley, Albany, N. Y., a press association correspondent, deposes, the statement says: "That on Friday about three o'clock in the afternoon while a dozen Americans were watching from the forepart of the vessel without warning and that three Americans at least saw the passage of the torpedo."

"Samuel S. Remis of Harvard University deposed that the explosion occurred without the slightest warning to show there was the least danger and that many persons were thrown into the sea, that some were killed and some wounded, that he saw bodies on the bridge of the Sussex and that while being rescued he saw two persons drown."

These depositions are confirmed by the American men and American women who took passage aboard the Sussex."

Washington, March 24.—The explosion which damaged the English channel steamer Sussex, on which 25 American citizens had taken passage, occurred "without the slightest warning," according to stories told by American survivors to consular representatives in England and cabled to-day to the State department.

Survivors also declared one of six life boats launched after the explosion had capsized, throwing its occupants into the sea. None of the five bodies left on the Sussex was that of an American. Two survivors, Drake and Huxley, said so far as they knew only three Americans reached lifeboats. With Major Baldwin on the Sussex were his wife and daughter, Miss Elizabeth Baldwin, reported in various despatches to have been killed. The message was dated at Boulogne to-day.

Paris, March 25.—Enrique Grandos, the Spanish composer, and his wife were passengers on the Sussex and are believed to have perished.

General Grandos, who composed the opera "Goyescas," which was produced recently at the Metropolitan opera house, New York. He and his wife were last seen clinging to a small raft, according to survivors. Grandos was trying to keep the raft straight with a small board which he used as a paddle.

It is estimated that the loss of life on board the cross-channel steamer Sussex will reach 50. These were either killed by the explosion or drowned when one of the lifeboats capsized. Two passengers, a man and a woman, both Belgians, died in a hospital at Dover.

Washington, March 25.—Official information in which President Wilson will decide whether the sinking of the steamship Englishman and the damaging by an explosion of the channel steamer Sussex were the result of acts in violation of international law is being gathered from every available source by consular representatives of the United States in England and France. Tangible evidence of some kind to-night momentary was expected by the state department.

Despatches already received indicate that several Americans were injured or killed in the Sussex disaster. Four Englishmen and who were said to be dead yesterday night are unaccounted for. Information regarding the Sussex which had been received to-night did not, high administration officials said, convince them that the vessel was the victim of a submarine attack. One member of the cabinet who discussed the situation with the President said the reports at hand were by no means conclusive.

The administration, while fully realizing the possibilities of the situation should the indications in press despatches be borne out in the official reports, will take no decisive action unless proof positively was forthcoming. The position of the United States will be decided on official reports from its own officers. Should either the Sussex or the Englishman have been torpedoed the United States would regard the act as a most flagrant violation of the rights of humanity, the principles of international law, and the broad assurances regarding the conduct of submarine warfare which have been given by the German government. There is no evidence, or even a suggestion, that either of the ships was armed, so no defense could be offered on that score.

In this connection, it is probable that the United States will not issue for the benefit of the European belligerents the statement of its position regarding submarines and armed ships until after the facts regarding the Englishman and the Sussex are known. It had been planned to issue the statement sometime in the near future.

The state department also is awaiting with some anxiety information concerning the sinking of the Dutch liner Tumbantia. As far as is known here divers still are investigating the wreck in an effort to determine the cause of the disaster. Affidavits regarding the cause of the disaster, affidavits regarding an alleged torpedo attack on the French liner Patria still were being considered by Secretary Lansing to-day.

NO PEACE OFFER FROM GERMANY, SAYS PRESIDENT

Imperial Chancellor Has Not Requested Gerard to Postpone Vacation.

WASHINGTON INVESTIGATING

Washington, March 23.—President Wilson has expressed indignation at reports printed by New York newspapers that Ambassador Gerard had advised the State department that the German chancellor requested him to postpone his contemplated vacation so he would be prepared to handle peace proposals which Germany is now considering.

The administration made an exception to its general policy to the extent of issuing this formal denial of the statement.

"President Wilson, through Secretary Tumulty, to-day authorized a denial of stories appearing in papers, to the effect that the purpose of Ambassador Gerard's remaining in Berlin was to await Germany's proposals for peace. There is no justification for that inference being drawn."

The State department, which already had informally denied the reports, to-day also issued this formal statement. "Any statement that the German government had indicated that it desired this government to act as mediator in peace negotiations, or had in any way suggested, formally or informally, that this government should take the matter up with other powers, is absolutely without foundation, and the State department has no information that Germany is preparing to make a definite move in the direction of peace."

SEEKS SOURCE OF REPORT.

The administration is attempting to identify the source of the original report. That the reports were inspired by sources that might benefit by their publication is not doubted.

A suggestion was made in some quarters that their appearance in papers of well-known and preparedness tendencies might have been intended to affect the administration's naval and military program.

The fact that Count von Bernstorff, the German ambassador, went to the state department this morning and conferred with Acting Secretary Polk immediately gave rise to reports that the peace stories were the subject of the conference.

The only mention made of the peace reports at the conference was in a casual manner. The German ambassador asked for the conference that he might explain the reasons that caused the recent hold-ups in exportations of certain classes of products from Germany.

He advised Mr. Polk that the German government had no desire to block exports to this country in order to throw the blame on Great Britain for the destruction of American industries, but that Germany needs virtually all the products which are now being raised in the Fatherland.

The ambassador told Mr. Polk that many of the reports circulated concerning economic conditions in Germany are false, and in some cases even ludicrous. Business affairs are in excellent condition, considering the remarkable situation that Germany has confronted for more than a year, he said.

There are excellent reasons for believing that many of the difficulties which American importers heretofore have experienced in getting goods out of Germany have been caused as much by the inefficiency of the office of the trade advisers of the state department as to any other single cause.

Formerly the office was in charge of one of Mr. Bryan's appointees named Fleming, who had no experience in international affairs until the former secretary placed him in the office of foreign trade adviser.

AGED MAN BURNED TO DEATH

Neighbors Find Joseph Carman, 78, in Cellar of Burning House—Lived Alone and Associated Little with Others.

Montpelier, March 25.—Joseph Cadman, aged 78 years, who resided on a small farm in Shady Hill, seven miles from this city, was burned to death early this morning when he was caught fire from some unknown cause. He lived alone and it was nearly half an hour, neighbors believe, before the flames were discovered by adjoining farmers.

The man's body was found in the cellar of the building, with the arms and legs nearly burned off, and from the position of the body it is thought that he was awakened by the crackling of the flames, tried to reach a window, but was suffocated before he got to the open air. Neighbors succeeded in saving the small barn adjacent to the house, the latter being burned to the ground.

Mr. Cadman was born in Canada. He came to Shady Hill 23 years ago from Cambridge. He associated but little with his neighbors and it was his custom to walk to Montpelier and back when in need of provisions, always refusing to ride in a team.

He is survived by a wife and three children, who reside in Montpelier, and by two brothers and a sister, whose whereabouts are unknown.

WILLIAM W. MOORE DIES.

Addison County Farmer Was Well Known Sheep and Horse Man.

Shoreham, March 25.—William Walker Moore, a life-long resident of this place, and a prosperous and prominent farmer of Addison county, died early this morning, aged 90 years. He was a well known sheep raiser and horseman. Besides his wife, he leaves five sons, H. B. Moore of Montpelier, N. Y., J. C